Technical Bulletin

Subject: **E-9 and E-10 Brake Valves**

Ref: Figures 1, 2, 3

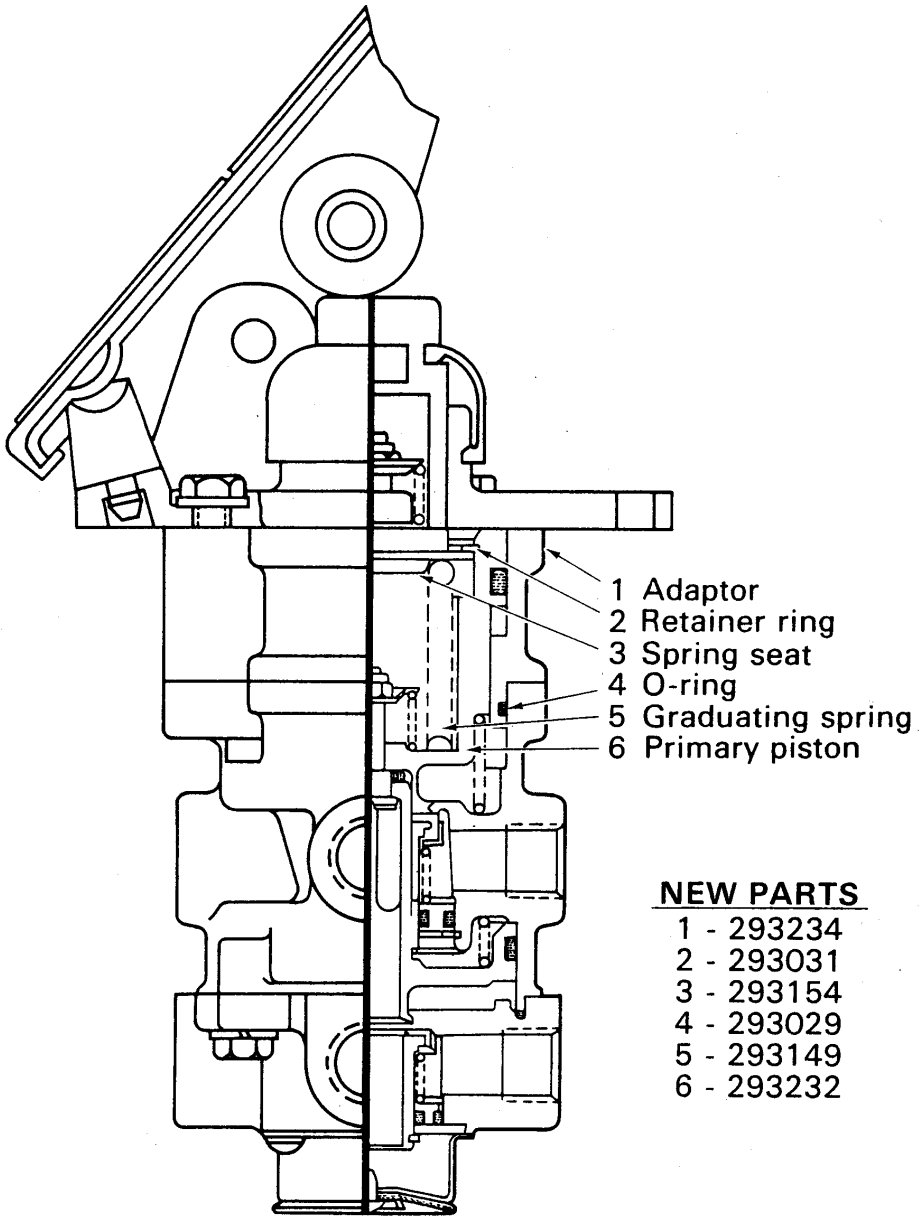
As a matter of record, bus operators have preferred the graduating characteristics of the E-1 brake valve over the E-3 brake valve. History now repeats itself in the dual system, which utilizes the E-6 brake valve. Consequently, we have released two modified versions of the E-6. One is the E-9, which will be an interim design that will be used in a field modification program on MCI coaches for Greyhound and others. The other is the E-10, which will be the finalized design. Both the E-9 and E-10 are similar to the E-1 valve in that the valves will utilize an E-1 type steel coil graduating spring, in contrast to the rubber "doughnut" spring used in the E-6. The E-9 is similar to the E-1 valve in graduating characteristics up to approximately 40 psi; whereas, the E-10 will be almost identical to the E-1 throughout its complete range.

Fig. 1 shows a typical treadle type valve. The piece numbers which are added to the E-6 are shown.

Fig. 2 shows a basic valve; piece number 101100 for the E-10. This is the piece number, which should be used for service replacement.

Fig. 3 is a chart showing the parts deleted from a basic E-6 valve and those added to make an E-10.

Bendix®

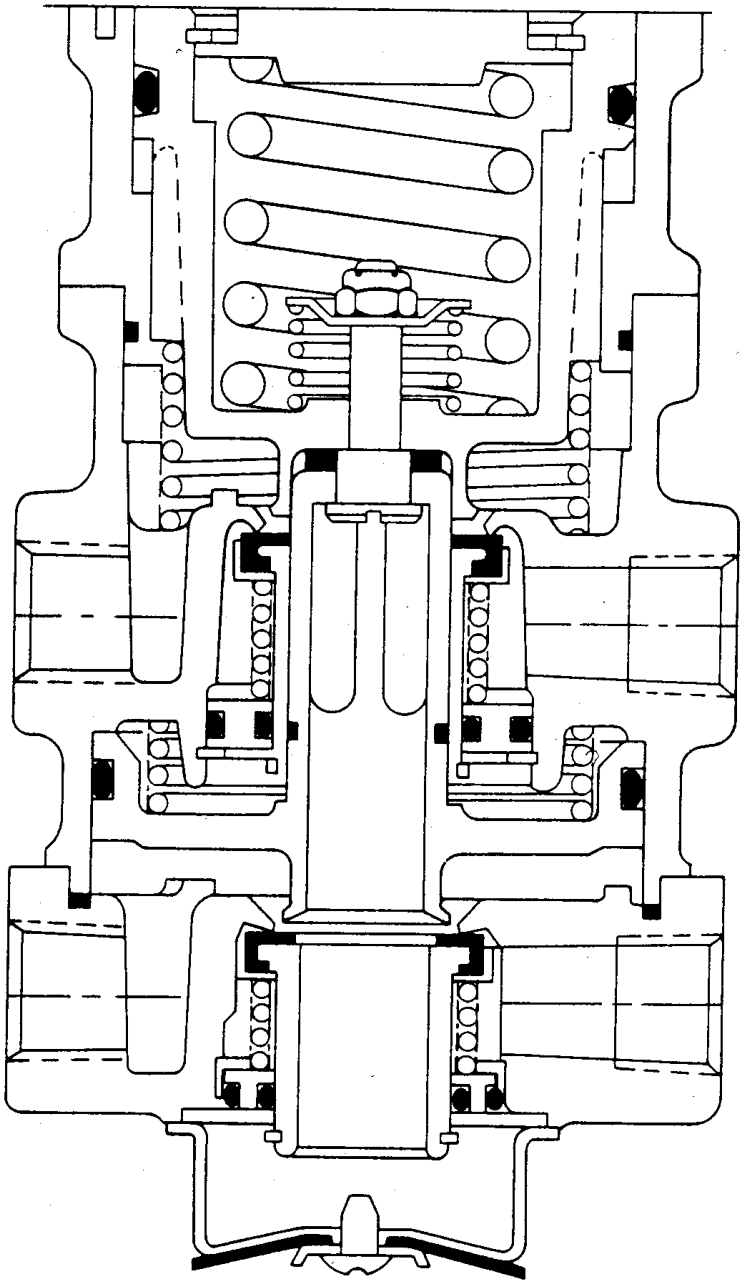


NEW PARTS

1 - 293234
2 - 293031
3 - 293154
4 - 293029
5 - 293149
6 - 293232

E-10 BRAKE VALVE W\TREADLE AND MOUNTING PLATE

FIG. 1



E-10

BASIC VALVE 101100

FIG. 2

Delete from E-6	Description	Add To Make E-10
Retainer - 239668	Spring Seat	293154
Primary Piston - 290184	Retainer	293031
Rubber Spring - 241559	Graduating Spring	293149
Spring Seat - 290187	Primary Piston	293232
Stem - 290186	Adapter	293234
Spring Seat Nut - 290188	O-Ring	293029

Figure 3